

Coast Pilot 9 21st Ed 2003

Page 73-Paragraph 578, line 3; read:
VMRS area; and

(FR 7/1/03)

Page 73-Paragraph 580 through Paragraph 589: Delete.
(FR 7/1/03)

Page 75-Subpart C Title through Paragraph 590, line 1;
read:

**Subpart C—Vessel Traffic Service and Vessel Movement
Reporting System Areas and Reporting Points**

Note: All geographic coordinates contained in part ...
(FR 7/1/03)

Page 77-Paragraph 622, line 3; read:
more gross tons (except as provided in paragraphs (c) and
(d) of ...

(FR 7/1/03)

Page 77-Paragraph 628, lines 1-2; read:
(c) Provisions of §§164.11(a)(2) and (c), 164.30, 164.33,
and 164.46 do not apply to warships or other vessels ...
(FR 7/1/03)

Page 77-Paragraph 628, line 7; read:
regulations regarding navigation safety.
(d) Provisions of §164.46 apply to some self-propelled
vessels of less than 1600 gross tonnage.
(FR 7/1/03)

Page 77-Paragraph 629, line 1; read:
(a) Except as provided in §164.46(a)(2) of this part
(including §§164.38 and 164.39) does ...
(FR 7/1/03)

Page 77-Paragraph 641, line 3; read:
.....164.74

International Electrotechnical Commission (IEC)

3, rue de Varemb, Geneva, Switzerland.
IEC 61993–2, Maritime navigation and
radiocommunication equipment and systems—
Automatic identification systems (AIS)—part 2: Class A
shipborne equipment of the universal automatic identification
system (AIS)—Operational and performance requirements,
methods of test and required test results First edition, 2001–
12 ...164.46

(FR 7/1/03)

Page 77-Paragraph 642, line 5; read:
1975164.13

Resolution MSC.74(69), Annex 3, Recommendation on
Performance Standards for a Universal Shipborne Automatic
Identification System (AIS), adopted May 12,
1998.....164.46

SN/Circ.277, Guidelines for the Installation of a Shipborne
Automatic Identification System (AIS), dated January 6, 2003
.....164.46

SOLAS, International Convention for Safety of Life at
Sea, 1974, and 1988 Protocol relating thereto, 2000
Amendments, effective January and July 2002, (SOLAS
2000 Amendments).....164.46

Conference resolution 1, Adoption of amendments to the
Annex to the International Convention for the Safety of Life
at Sea, 1974, and amendments to Chapter V of SOLAS

Corrections

1974, adopted December 12, 2002
.....164.46
(FR 7/1/03)

Page 78-Paragraph 645, line 6; read:
.....164.43
ITU–R Recommendation M.1371–1, Technical
characteristics for a universal shipborne automatic
identification system using time division multiple access in
the VHF maritime mobile band, 1998-2001
.....164.46
(FR 7/1/03)

Page 83-Paragraph 817, line 3 through Paragraph 818, line
2; read:
with a rate of turn indicator.

**§164.43 Automatic Identification System Shipborne
Equipment –Prince William Sound.**

(a) Until July 1, 2004, each vessel required to provide
automated position reports to a Vessel Traffic Service (VTS)
under §165.1704 of this subchapter must do so ...
(FR 7/1/03)

Page 83-Paragraph 836, line 2; read:
operating procedures are set forth in Part 161 of this chapter.

§164.46 Automatic Identification System (AIS).

(a) The following vessels must have an installed,
operational AIS that complies with the IMO Resolution
MSC.74(69), ITU–R Recommendation M.1371–1, and IEC
61993–2, and that is installed using IMO SN/Circ.277
(Incorporated by reference, see §164.03) as of the date
specified. "Length" refers to "registered length" as defined in
46 CFR, part 69.

(1) Self-propelled vessels of 65 feet or more in length
engaged in commercial service and on an international
voyage, not later than December 31, 2004.

(2) Notwithstanding paragraph (a)(1) of this section, the
following vessels subject to the International Convention for
Safety at Life at Sea, 1974, (SOLAS) as amended, that are
on an international voyage must also comply with SOLAS,
chapter V, as amended by SOLAS 2000 Amendments and
Conference resolution 1 (Incorporated by reference, see
§164.03):

(i) Passenger vessels, of 150 gross tonnage or more, not
later than July 1, 2003;

(ii) Tankers, regardless of tonnage, not later than the first
safety survey for safety equipment on or after July 1, 2003;

(iii) Vessels, other than passenger vessels or tankers, of
50,000 gross tonnage or more, not later than July 1, 2004;
and

(iv) Vessels, other than passenger vessels or tankers, of
300 gross tonnage or more but less than 50,000 gross
tonnage, not later than the first safety survey for safety
equipment on or after July 1, 2004, but no later than
December 31, 2004.

(b) Notwithstanding paragraphs (a)(1) and (a)(2) of this
section, the following vessels, transiting an area listed in
table 161.12(c) of §161.12 of this part.

(1) Each self-propelled vessel of 65 feet or more in
length, engaged in commercial service;

(2) Each towing vessel of 26 feet or more in length and
more than 600 horsepower;

(3) Each vessel of 100 gross tons or more carrying one or

more passengers for hire; and

(4) Each passenger vessel certificated to carry 50 or more passengers for hire.

(c) The vessels listed in paragraph (b) of this section must comply according to the following schedule:

(1) For VTS St. Marys River, not later than December 31, 2003;

(2) For VTS Berwick Bay, VMRS Los Angeles/Long Beach, VTS Lower Mississippi River, VTS Port Arthur and VTS Prince William Sound, not later than July 1, 2004; and

(3) For VTS Houston-Galveston, VTS New York, VTS Puget Sound, and VTS San Francisco, not later than December 31, 2004.

(d) The requirements for Vessel Bridge-to Bridge radiotelephones in §§26.04(a) and (c), 26.05, 26.06 and 26.07 of this chapter, also apply to AIS. The term "effective operating condition" used in §26.06 includes accurate input and upkeep of all AIS data fields, including estimated time of arrival, destination, and number of people on board.

(e) The use of a portable AIS is permissible, only to the extent that electromagnetic interference does not affect the proper function of existing navigation and communication equipment on board, and such that only one AIS unit may be in operation at any one time.

(f) The AIS Pilot Plug, on each vessel over 1,600 gross tons, on international voyage, shall be available for pilot use, easily accessible from the primary conning position of the vessel, and near an AC power receptacle.

(FR 7/1/03)